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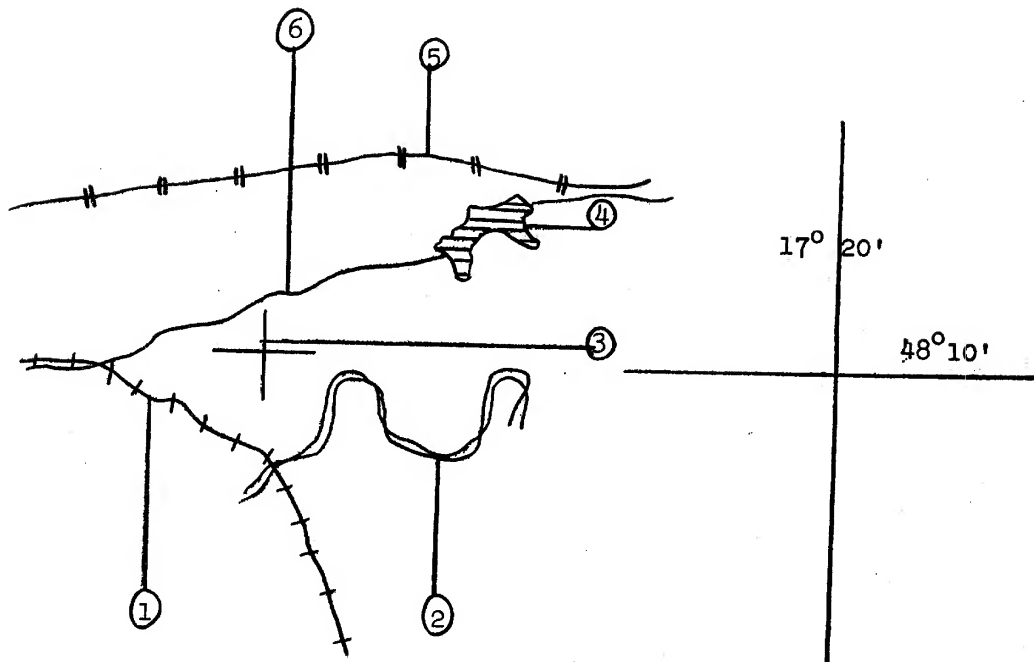
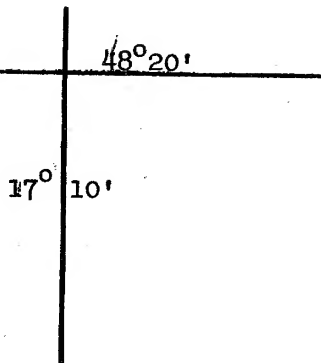
SECRET/SECURITY INFORMATION

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Bratislava-Ivanka Airfield

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This is UNEVALUATED
Information



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USAF review completed.

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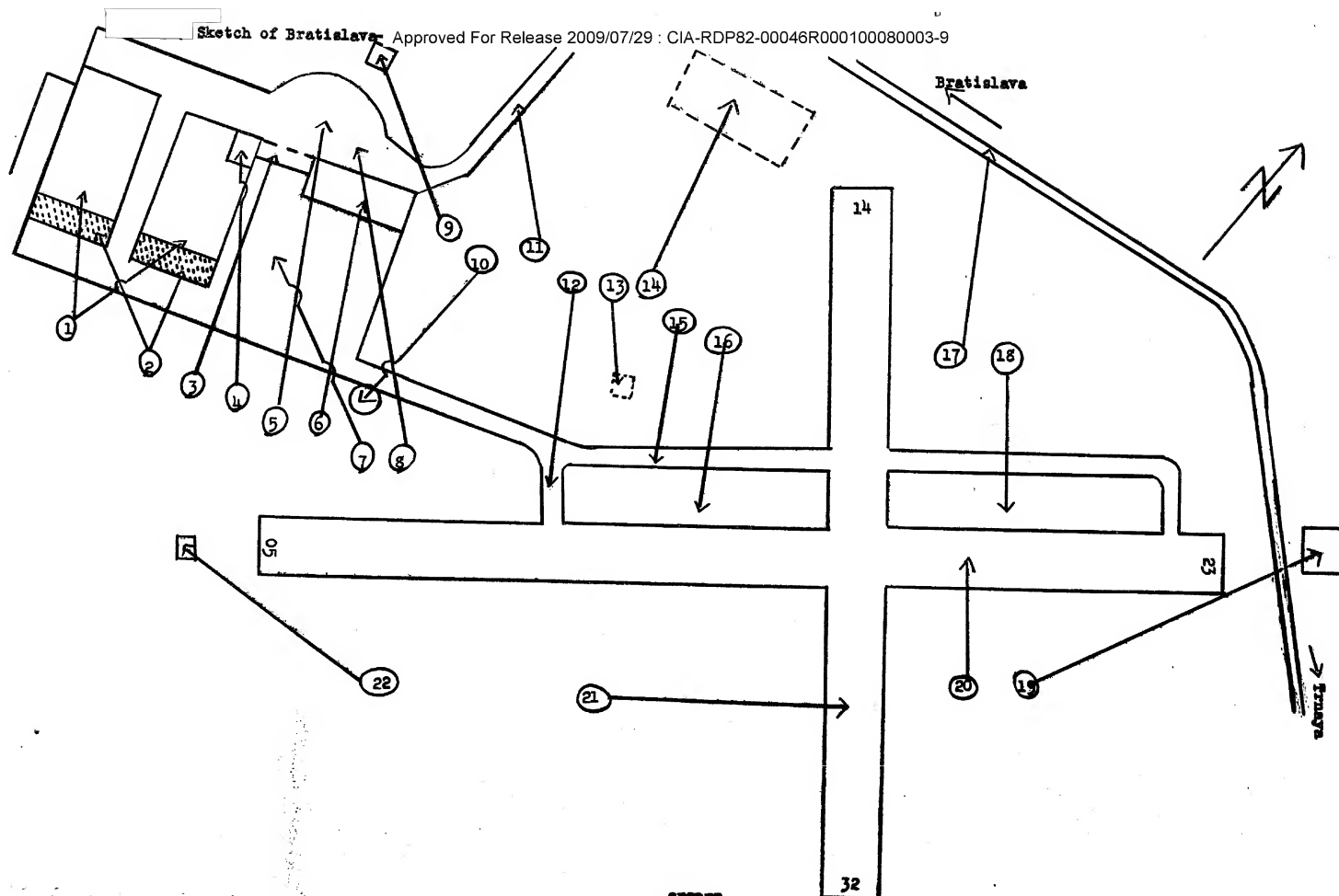
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LEGEND

- Point # 1. Single RR Line: standard European gauge (4 ft. 8½ in.).
- # 2. Maly Dunaj River: a tributary of the Danube; was either being straightened out or being moved further south.
- # 3. Bratislava-Ivanka Airfield.
- # 4. Kostolany Pri Dunaji: formerly called, Ivanka, from which the airfield received its alternate name.
- # 5. Double RR Line: from Bratislava to Sered /4817N-1744E/; standard European gauge.
- # 6. Road: from Bratislava to Trnava /4817N-1738E/; asphalt; six meters wide; fair condition; ditches one meter wide, fruit trees, power lines along sides.

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LEGEND

Point # 1. Hangar A: 70 x 60 x 15 m.; stuccoed brick, painted dark green; built in 1950; concrete floor; straight roof; corrugated sheet iron, sliding doors on northeast and southwest sides. Doors were so badly constructed that they had to be pulled open by truck or by about seven men. Capacity of hangar was about three or four DS-3's. On the west side of hangar was a two-wing door, three meters wide and two meters high. Hangar was painted dark green. Hangar was divided lengthwise by a brick wall and aircraft were parked on both sides. Also about eight meters of hangar on the west side was divided from the rest of the hangar by a brick wall and constructed into two stories. This resulting space accommodated billets for some crew members and employees on the second floor; tool storage, carpentry shop and other types of shops and spare rooms were located on the first. About 50 completely new ZLIN-22's were parked in this hangar.

Hangar B: same dimensions and constructional details as hangar A, Point No. 1, above. The briefing room, office of the director of the airfield, radio shop, repair and reserve rooms, mechanic's shop, aircraft spare parts storage room (for tires, instruments, lubricating oil, etc.) were located on the first floor. The weather station, telegraph station, teletype office, and the main switchboard were located on the second. Telephones, which were installed in most of the buildings, were connected to this switchboard. In the south part of this hangar were parked some Galankas and ZLIN-22's (both Czechoslovak made) which were brought there from the aircraft plant in Gottwaldov 4913N-1740E. Aircraft were flight tested elsewhere. Parked aircraft in hangars were very badly neglected and covered with a thick layer of dust. In September or October 1952, five or six MIG-15's were parked between hangars A and B and no one was allowed to come near them. Distance between hangars A and B was about 40 m. Both hangars were surrounded by 20 m. wide aprons. Although the airfield as a whole was not guarded, both hangars were patrolled by six or seven black-uniformed guards armed with guns during the day and with machine guns at night. One trained dog accompanied the guards at night.

- # 2. Grass Lawns: in front of hangars A and B, Point No. 1, above; about 10 m. wide; well kept.
- # 3. Connecting Hallway: 15 - 20 m. long, 4 m. wide; concrete floor; straight roof; open on west side with wooden poles supporting roof; glass wall on east side; joined Hangar B, Point No. 1, above with the Administration Building, Point No. 6, below.
- # 4. Control Tower: 5 x 5 x 20 m.; stuccoed brick, painted green; glass top and sides; situated on top of Hangar B, Point No. 1, above with radio antennas; housed a radio transmitter of 3,255 frequency and VHF 118.1. The VHF was very poor, impossible to be tuned up; radio men complained they could not make it work because they lacked proper antennas.

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- # 5. Grassy Circle: five meters in diameter; around which vehicles turned around.
- # 6. Administration Building: 30 x 10 x 5 m.; stuccoed brick; single-story; straight roof; two-door entrances on east and south sides; water fountain in front of building on east side for aesthetic purposes only. This building housed the Domestic Travel Office, the Foreign Travel Office (which was seldom used since practically all foreign travel started from the Prague-Ruzyně Airfield), a post office, passengers' waiting room, restaurant, custom's office, and the crews' lounge. The building was beautifully furnished with new furniture. All cocktail tables had black marble tops. Two women guards were stationed in this building to search female passengers for weapons and other unauthorized articles.
- # 7. Apron: 100 m. long, 100 m. wide; concrete; built in 1951; in very good condition; served as passengers' boarding point.
- # 8. Apron: 20 m. wide; concrete; in very good condition.
- # 9. Bunker: concrete walls, two to three meters thick; partly in ground and about 10 m. above ground; built in the Winter of 1952; located about 100 m. from the Administration Building, Point No. 6, above. Upon completion of the cement construction, it was covered with a wooden frame. 25X1
 aircraft bunker. it was an anti-
 were no guards around it. There
- # 10. Ceilometer: "reflector"; 50 cm. in diameter, 1 m. high; stationary, emplaced in ground; 50 m. east of taxi strip, Point No. 15, below; used for determining the height of cloud ceiling above the earth.
- # 11. Access Road: 300 - 400 m. long, 6 m. wide; concrete; led to airfield from road, Point No. 17, below; built in 1950.
- # 12. Short Taxi Strip: 100 m. long, 20 m. wide; concrete.
- # 13. Building: four by four by three meters, brick; roof not yet finished; future use unknown; located about 40 m. west of taxi strip, Point No. 15, below.
- # 14. Construction Area: several buildings under construction; located about 100 m. east of road, Point No. 17, below; observed from the air; buildings appeared to be of administrative type.
- # 15. Long Taxi Way: 20 - 25 m. wide; about 100 m. west of and running along side of runway, Point No. 20, below; drainage sewers along side.
- # 16. Grass Lawn: 100 m. wide; between taxi strip, Point No. 15 and runway, Point 20, below; very well kept, but because of soft ground, was not used even for parking aircraft; there were no hardstands or revetments on the airfield.

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- # 17. Road: See Point No. 6, Enclosure A.
- # 18. Grass Lawn: same details as lawn above Point No. 16.
- # 19. Goniometer Station: 10 x 10 x 5 m.; stuccoed brick; straight roof on which was a double loop antenna; located 300 - 500 m. northeast of beginning of runway, Point No. 20, below.
- # 20. Runway: 05 - 23 degrees; 1,900 m. long, 60 m. wide; concrete; built in 1951; visible from afar because of white color; possible extensibility to south; artificial drainage system on sides with 15 x 10 cm. openings. About 200 - 300 m. from the start of the runway were mounted new approach lights still being installed. These lights were rectangular and yellow in color. Lights were mounted on five meter high, wooden or steel poles, seven meters apart. As poles approached the runway, their height gradually decreased to such an extent that the lights near the runway were emplaced in the ground. 25X1
- # 21. Runway: 14 - 32 degrees; 1,500 m. long, 60 m. wide; concrete, built in 1951; very good condition; same drainage system as other runway, Point No. 20, above; impossible to extend east because of river, Point No. 2, Enclosure A or west because of road, Point No. 17, above. Both of these runways could accommodate either light or heavy aircraft. Both runways were to be painted dark green like hangars for camouflage purposes. White, stationary runway lights were mounted 50 m. apart along sides of both runways. These lights were lit from control tower, Point No. 4, above as needed. About six combination green and red lights were placed at the beginning of each runway. As a landing aid, each runway in use had a mobile aircraft control unit with a radio in contact with the control tower, Point No. 4, above. A spot light burned red for "stop", green for "clearance", and white for "return to your base". There was no noticeable construction of new runways or any prolongation of the existing ones.
- # 22. Lorenz Unit: three x three x three meters; brick construction, with antenna on top; housed main transmitter for let-down procedure; located near beginning of runway, Point No. 20.

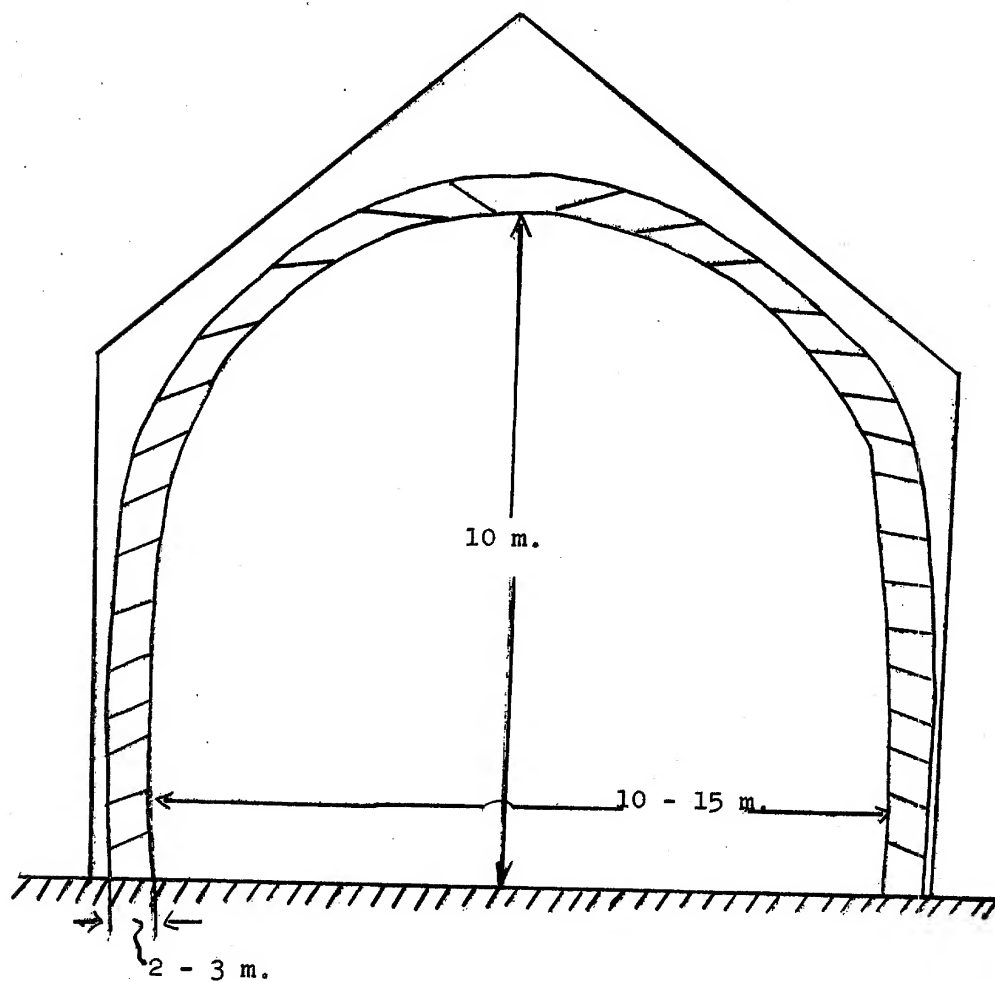
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Sketch of Anti-aircraft Bunker



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